

MEMORANDUM

TO: Modeling Task Force Members

FROM: Mike Ainsworth

SUBJECT: Modeling Task Force Meeting Summary – May 26, 2004

MODELING TASK FORCE MEETING

May 26, 2004 - Wednesday
9:30 AM - 11:30 AM

Southern California
Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017
Room – Riverside A

Attendees

Luke Cheng	Ron Taira
Mike Ainsworth	Deng Bang Lee
Kathy Hsiao	Dale Iwai
Rena Lum	William McKenna
Ed Humenik	Chao Wei
Keith Killough	Mong Patel
Steve Smith	Maren Outwater
Stewart Chesler	Arnie Sherwood
Kwang Chung	Rick Dowling
Minna Lee	Srini Bhat
Henning Eichlker	Firooz Hamedani
Mike Behen	Viggen Davidian

MEETING SUMMARY

1.0 Call to Order

2.0 Public Comment Period – No Comments

3.0 Introductions

4.0 Review and Approve Previous Meeting Summary: Comment – Correct the name of the presenter for the State of the Region Report. Action - Approved

5.0 Information Items:

5.1 Model Consistency – One of the primary purposes of the Modeling Task Force is to serve, as a forum to coordinate the Region's various modeling programs. Ron Taira (OCTA) led a group discussion regarding model consistency. The goal of consistency is to ensure that the Region's models produce similar results given similar input assumptions. Given the various ongoing model improvement efforts being conducted throughout the Region, consistency is becoming increasingly important. Model consistency adds credibility to all of the Region's modeling programs. Within the SCAG Region there are various levels of models that serve different purposes. The levels of models include inter-regional models (Caltrans' Statewide Models), regional models (SCAG's Regional Model), subregion models (MTA, OCTA, and the CTP Models), subarea models (North Los Angeles, CVAG, City of Los Angeles), and corridor level models. Potential differences in models include: 1) differences in model inputs – landuse/SED assumptions are dynamic, 2) differences due to technical adjustments in model methodologies, and 3) differences in modeling objectives. Ron Taira described the consistency guidelines that Orange County has adopted to ensure consistency between the OCTAM Model and the various city models within Orange County. The group discussed the need for similar consistency guidelines at the regional level. MTF members cautioned against adopting strict consistency requirements – any regional guidelines would need to be flexible.

Action: SCAG Staff will follow-up with the major modeling agencies to determine how to proceed with this item.

Action: Share OCTA's Guidelines with members of the Modeling Task Force.

5.2 Regional Model Improvement Program – Maren Outwater (Cambridge Systematics) provided the status of the Regional Model Improvement Program. Maren described the status, methodology, and results of the various model development components including: 1) validation targets, 2) auto availability models, 3) trip generation models, 4) external trip model, 5) mode choice models, 6) trip assignment, and 7) model validation. Cambridge has completed about 50% of the mode choice model update. Next steps call for updating the assignment procedure, including the incorporation of new volume/delay

functions, and performing the model validation. The project is scheduled for completion in October 2004.

5.3 Year 2000 Census – Mr. James Christy (Los Angeles Regional Director of the Census Bureau) was originally scheduled to make this presentation, however he had another commitment and was unable to attend the MTF Meeting. Javier Minjares (SCAG) filled in for Mr. Christy. Javier made a presentation and provided handouts explaining the American Community Survey. The purpose of the American Survey is to report census data gathered through the census long form. The Census Bureau is asking for feedback/suggestion on what data summaries users would like to see in the American Community Survey. Javier Minjares agreed to provide a more comprehensive explanation on the American Community Survey and other census products at a future Modeling Task Force Meeting.

5.4 Regional Arterial Speed Study – Richard Dowling (Dowling Associates) provided an overview of the Arterial Speed Study and presented the project's schedule. The purpose of the project is to 1) begin to build an inventory of travel speeds throughout the SCAG Region, 2) calibrate the travel demand model's speed-flow curves and 3) develop an on-going speed monitoring program for the Region's arterials. Rick Dowling presented the project schedule that calls for project completion in November 2004. The major project tasks include: 1) developing a speed monitoring methodology, 2) conducting a Pilot Survey, 3) carrying out the speed surveys, 4) analyzing speed data, 5) developing a future speed collection program, and 6) writing a final report. One of the key objectives of the Speed Survey is to develop a cost-effective methodology for simultaneously gathering speed and volume data on arterial streets. The proposed methodology will be tested in the Pilot Survey.

5.5 Year 2003 Screenline Count Program – Mahmoud Ahmadi (Meyer, Mohaddes Associates) provided an overview and presented the results of the Regional Screenline Project. The project conducted by MMA is funded by MTA and jointly managed by MTA and SCAG Staff. The purpose of the study is to develop a traffic count database (autos and trucks) for the SCAG Region. The count database will be used in the validation of the Regional and subregional Models. In addition, the consultant has developed an on-going count program to insure that the database is continually updated and improved. To assemble the database the consultant contacted cities, counties, and Caltrans to gather existing count data. To fill gaps in the available traffic counts, the consultant performed 248 machine counts and conducted 50 vehicle classification counts. The data was then entered into an Access database and linked to Arcview for the easy access and reporting of the count data.

5.6 Regional Truck/Freight Model Improvement Program – Dale Iwai (SCAG) provided an update on next year's Truck/Freight Model Improvement Program.

The Draft Scope has been developed and is being circulated for comment. SCAG hopes to secure \$350,000 to fund the Truck Model update effort. In addition, SCAG Staff is investigating how to address modeling air cargo. SCAG expects to issue an RFP to complete the update of the Truck Model in FY 04-05.

5.7 Major Modeling Projects – Mike Ainsworth provided a status report on the Regional Airport Model and the Inter-Regional Rail Project. The funding for the Airport Model appears to be secure and the expected project completion date is June 2005. Staff is currently working with the San Diego County Regional Airport Authority (SDCRAA) to develop an MOU to include the SDCRRA into the model development effort. The goal of the Inter-Regional Rail project is to develop a modeling capability to forecast rail passenger trips between San Diego County and the SCAG Region. The project is funded through a \$300,000 SPR Grant. The work task will be completed jointly by SANDAG, a consultant, and SCAG. The project is scheduled for completion in June 2005.

6.0 Open Discussion and Other Business – None

7.0 Schedule and Agenda for Next Meeting – The next meeting is scheduled for July 28, 2004.

8.0 Adjournment